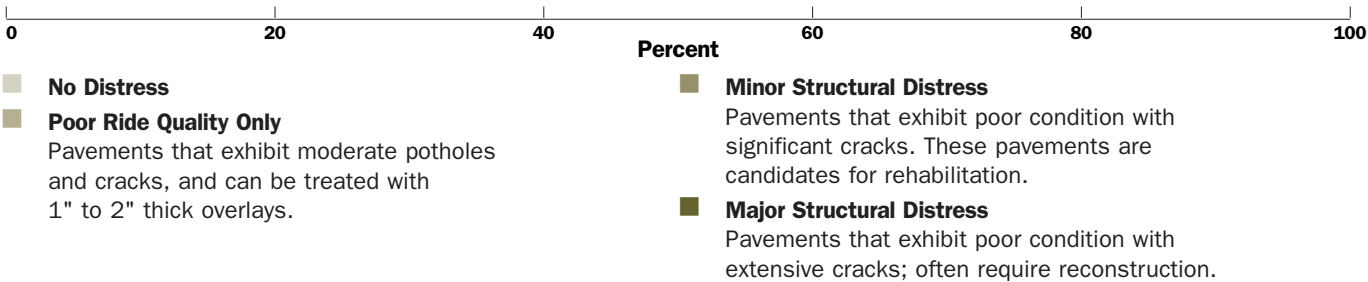
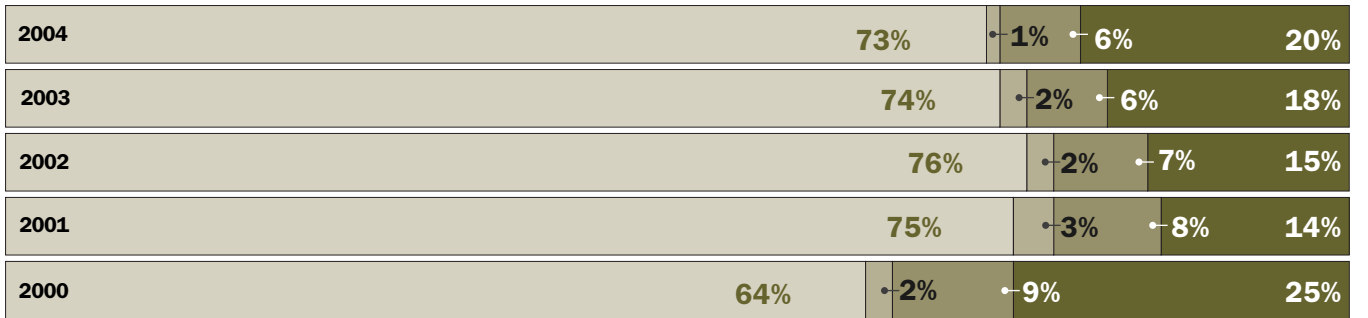


Slight Slippage in State Highway Pavement Conditions, But Five-Year Comparison Is Favorable

- The pavement condition on state highways in the Bay Area slipped slightly in 2004, as the share of roads with no distress dropped a notch to 73 percent (from 74 percent), and the share with major distresses increased to 20 percent (from 18 percent).
- While the data suggest that we are still well ahead of where we were in 2000, roadway conditions have slid since 2001, when 75 percent of roads were considered to have no distress and just 14 percent had major distresses.

Note:
State-owned roadways are commonly called state highways and include freeways, rural highways (such as Route 1 along the Pacific Coast, Route 29 in Napa and Route 116 in Sonoma) and state-owned urban and suburban arterials (such as San Pablo Avenue in Alameda and Contra Costa counties and Skyline Boulevard in San Mateo County). There are 1,370 miles of state-owned roads in the Bay Area.

Pavement Conditions for State Highways in the Bay Area, 2000–2004



Source: Caltrans
Includes state-owned freeways and non-freeway roadways. Excludes state-owned bridges.
Total Bay Area lane miles in 2000 was 5,920. Total in 2001, 2002, and 2003 was 5,960. Total in 2004 was 5,980.

- In fiscal year 2000-01, the state boosted outlays to repair damaged roads and perform preventive maintenance. Since then, state investment in pavement maintenance has not kept pace with repair and preventive maintenance needs.
- Despite the recent signs of slippage, the state clearly has made progress in repairing the most severely damaged roadways. The share of roads with major structural distress was at 20 percent in 2004, matching last year's low and down from 25 percent in 2000.